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# upfront

Industrial and health & safety news for LUL drivers

*As another driver's cab is broken into, RMT says....*

## GET ON WITH FIXING CAB SECURITY



a train in Ruislip Depot.

The RMT did have some reservations about the cut out switch being fitted above the cab door. It was felt that this would be problematic as short drivers might struggle to reach it, but closer inspection found this not to be the case.

The timescales for roll out remain the same: works will be ongoing until November when installation will begin on the Central Line. Full combine wide completion will be by the end of 2020.

However the RMT will be keeping a close eye to ensure this timescale isn't allowed to slip. Every day that passes the risk to drivers of having a passenger forcibly enter the cab remains.

In a recent incident on the Jubilee Line, a driver had their cab broken into and was verbally assaulted.

This highlights why the modification is essential. It is imperative that LU meet their roll out target dates and the Safety Council will be doing all we can to ensure they do.

**Safety Council Reps continue to meet with LU engineers to discuss the ongoing cab-security programme.**

LU have been good to their word and monthly workshops have allowed us input into the works and given us sight of what's being done.

However, It hasn't all been plain sailing. At the last meeting there was confusion around the issue of whether or not there was going to be a trial on the Central Line commencing this May.

It would appear that all the reps, from both unions, completely misunderstood this. The trial in fact will not be a trial and will simply be the cab security system fitted to

### Train Prep cuts proposal will seriously impact drivers

All members will be now be aware of the drastic proposals put forward by LU to change the way our trains are prepared prior to entering service.

Under the proposals, many of the safety checks currently performed every 24 hours will be done every 96 hours. Some will be lost completely.

Our Fleet members are angered by these proposals, and rightly so. They have balloted for strike action and returned a strong vote in favour. They will not hesitate to take action in necessary. These proposals will seriously impact on us as drivers. We must be prepared to take action against this.

In all probability our Fleet members will take action to begin with; drivers should be prepared for this action to be extended to us.

We will not accept unsafe and untested trains.

- Read more at [www.rmtlondoncalling.org.uk/trains](http://www.rmtlondoncalling.org.uk/trains) -



## Smartcap

Readers will recall that we previously reported on the RAIB report into the dragging incident at Notting Hill Gate.

The RAIB were concerned that our ATO drivers were suffering from a phenomenon known as cognitive underload. We are told this isn't related to having to read OTM once a month.

The Notting Hill incident was hot on the heels of the Croydon tram crash and the RAIB were keen for LU to demonstrate that they were taking measures to combat this.

London Underground bosses have previously discussed solutions such as painting tunnel rings

with luminous paint and piping music into the drivers cab. The Safety Council can reliably, and amusingly, inform you, that the latest company pitching their wares for LU is an Australian company named 'Smartcap.' You really need to Google this stuff to believe it! This company sell a hat, linked a smart phone or a console or the like, that reads your brain's EEG. This produces a signal or alerts you if brain activity indicates you are dozing off.



## The curious incident of the trespasser on the track

Late last year, an incident occurred at Aldgate East station that the Safety Council feel could easily have been avoided.

A passenger, who had just been involved in an altercation with station staff made his way into the track and entered the tunnel. He refused several requests to return to the platform. Traction Current was discharged.

Shortly after a driver on a stalled train saw the trespasser walking towards his train. The driver was requested and encouraged by Service Control to get the passenger off the track and

onto the train. The trespasser went on to assault the driver. The RMT strongly believe that SC should not be asking our drivers to encourage trespassers, known to have been previously violent, into our cabs. Drivers should certainly be refusing to do this.

Lessons need to be learned. Running the service is not more important that the safety of our members. We have asked LU to take firm action. We await their response.

As drivers our first priority is safety, and line management should ensure we don't feel pressurised into doing things that are not safe.



### Functional reps

Frank Curtis - 07931 130849  
Vaughan Thomas - 07720 297657  
Will Reid - 07983 958429

### H&S reps

Gwyn Pugh - 07709 320271  
Jim McDaid - 07917131692  
Nigel Eivers - 07961 141924

### Upgrades rep

Dave Rayfield -  
07719 132161